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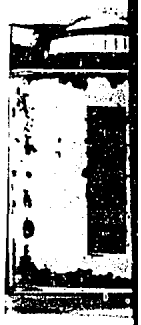

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INCREASE IN OUTPUT, MATERIAL SAVINGS OF MOSCOW AUTOMOTIVE PLANTS

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SET 1953 GOALS -- Moscow, Vechernyaya Moskva, 8 Apr 53

Enterprises of the automobile and tractor industry in Moscow and Moskovskaya Oblast have assumed the following obligations for 1953:

In Moscow: To complete the 1953 plans for gross and commodity output ahead of schedule and to turn out 61,800,000 rubles worth of above-plan automotive vehicles and other products. To exceed the plan for increasing labor productivity by 1.3 percent. To save 1,390 tons of metal, 3,000 tons of ideal fuel, and 7,600,000 kilowatt-hours of electric power. Automobile Plant imeni Stalin: To reduce production costs of refrigerators 18 percent and of bicycles 15 percent. To save 6 million rubles above the plan by reducing production costs of commodity output. To reduce metal consumption 30 kilograms per truck. Moscow First State Bearing Plant: To produce 11 million rubles worth of above-plan commodity output. To save 600 tons of metal. To put into operation two new automatic lines for the production of bearings.

In Moskovskaya Oblast: To fulfill the 1953 plan by 21 December and save 1.5 million rubles above the plan. To save 750 tons of metal, 600 tons of ideal fuel, and 500 kilowatt-hours of electric power. Mytishchi Machine Building Plant: To fulfill the 1953 plan by 21 December and to increase labor productivity 3 percent more than planned. To save 4 million rubles by adopting innovations.

RAISE OUTPUT AT CARBURETOR PLANT -- Moscow, Moskovskaya Pravda, 29 Mar 53

In the past 3 years, the average monthly output per worker at the Moscow Carburetor Plant increased 42.7 percent.

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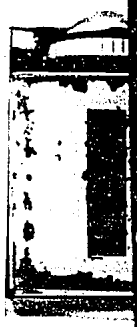


In 1953, the plant is pledged to increase the volume of production 16.6 percent, as compared with 1952, and to complete the year plan by 16 December. The Design Bureau of the Technical Division is pledged to design 130 types of tools, to build 30 pneumatic jigs and fixtures, and to plan ten automatic and semiautomatic units for mechanizing secondary operations.

The Division of the Chief Designer is pledged to develop and organize the production of ten new designs for more economical carburetors, gasoline pumps, air filters, and other products. -- V. Polyakov, director, Moscow Carburetor Plant

ZIS PLANT SUPPLIES SEMIFABRICATED PARTS -- Moscow, Moskovskaya Pravda, 11 Apr 53

More than 50 enterprises in the USSR receive 1,500 type designations of forgings, castings, and other parts from the ZIS Plant (Moscow Automobile Plant imeni Stalin). Parts supplied by the plant play a decisive role in the production programs of other enterprises. The Moscow Small Displacement Automobile Plant receives all of its body stampings from the ZIS Plant; while the Kutaisi Automobile Plant receives forgings, castings, and components from this plant. In addition, the ZIS Plant makes tens of thousands of spare parts for trucks and automobiles.

As a rule, the ZIS Plant does not receive complaints about the fulfillment of these orders, but, at the same time, the plant receives hundreds of telegrams monthly from its consumers asking it to speed up deliveries.

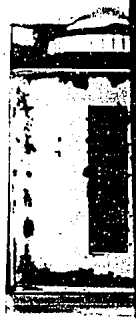
Previously, orders were transmitted to the shops at the beginning of the month, but now they are sent to the shops earlier, so that the shops can prepare to produce the new item. For instance, March orders were delivered to the shops before 23 February.

The plant keeps a daily record of the filling of orders for cooperating plants. In the shops, this record is kept by a planning and dispatching bureau, and in the plant as a whole, it is kept by the Production Division and the External Cooperation Sector. A responsible person, usually the deputy shop chief, keeps a direct check on the fulfillment of orders for consumers.

The results of these improvements in organization are showing up already. For example, the press shop is to supply the Kutaisi Automobile Plant with 25 different items in April, and it had already supplied 20 items by 9 April. The metal coating shop has supplied four out of the five items ordered. The press shop has fully completed 11 of the 15 type designations of parts planned for the L'vov Automobile Plant.

Machine assembly shop No 4 has long been behind schedule in deliveries of propeller shafts to four cooperating enterprises which depend on the ZIS Plant for this part. This upsets their work schedules in turn. The output of propeller shafts has now been completely reorganized, and the shop not only fulfilled the March plan, but made up its January and February deficits.

Plant workers have promised to fill orders for cooperating plants by the 25th of each month. To achieve this goal, the plant will have to receive its materials on time. Unfortunately, the Leningrad Kol'shevik Plant, the Serov Metallurgical Plant, and the Magnitogorsk Combine often deliver metal late. The Magnitogorsk Combine delivered about half of its order for the first quarter 1953 in March. The Zlatoust Metallurgical Plant imeni Stalin did not deliver spring steel for Moskvich springs until the end of March. The ZIS Plant could also ask for prompter deliveries from the Kol'chugino and Verkhnyaya Salda Metallurgical plants. -- A. Kuznetsov, production chief, Moscow Automobile Plant imeni Stalin



PLANT CUTS METAL CONSUMPTION -- Moscow, Za Ekonomiyu Materialov, Jan 53

In 1948, the norm for the consumption of hot rolled steel for the ZIS-150 truck was 2,370 kilograms; in 1951 it was reduced to 2,106 kilograms. During 1951, specific consumption of rolled stock was reduced to 2,020 kilograms per truck. In 1952, metal consumption of the ZIS-150 was reduced 37.3 kilograms; and metal consumption of the ZIS-151 truck, 50 kilograms.

In January 1952, rejects in casting ZIS-150 rear axle housings amounted to 2.1 percent. Reducing rejects (in casting this part) in February by 0.17 percent saved 59 tons of metal. Weight of the casting is 120 kilograms. In the first 2 months of 1952, 79.5 tons of metal were saved by reducing rejects in the casting of this part.

In the period between January 1952 and the opening of the 19th Party Congress, the weight of the ZIS-151 truck was reduced 32.6 kilograms and the weight of the ZIS-155 bus was reduced 58.7 kilograms.

Minsk, Sovetskaya Belorussiya, 17 Feb 53

In 1952, shops of the Moscow Automobile Plant imeni Stalin reduced production costs several million rubles below the amount planned, and 44 of the 48 shops operated at a profit. The use of exhaust steam instead of live steam for quenching vats and the installation of condensation chambers on forging hammers reduced the consumption of steam per ton of forgings from 3.75 megacalories in 1951 to 2.9 megacalories in the third quarter 1952. The consumption of metal in the spring shop was reduced 2.6 kilograms for trucks and 22 kilograms for busses in a 9-month period.

Reducing the width of strip steel for the cooling strips of radiators from 97 to 95 millimeters saved more than 100,000 rubles [in 1952]. -- G. Protserov, chief, Economic Planning Division, Moscow Automobile Plant imeni Stalin

SHIPS TRUCKS -- Moscow, Vechernyaya Moskva, 21 Mar 53

The Moscow Automobile Plant imeni Stalin has completed its 1953 plan for shipping ZIS-150 trucks to Stalingradgidrostroy. The plant has shipped trucks scheduled for second-quarter delivery to the Moscow-Kuybyshev high-voltage transmission line construction project. The plant has already shipped all trucks planned for 1953 shipment to the Kakhovskaya GES project.

GAS-CYLINDER TRUCKS -- Moscow, Za Ekonomiyu Materialov, Feb 53

The Moscow Automobile Plant imeni Stalin has been producing the ZIS-156 gas-cylinder truck since 1949.

The Gor'kiy Automobile Plant imeni Molotov has been producing the GAZ-51 B gas-cylinder truck since 1949.

Both of these trucks are fitted with gas-cylinder equipment designed by NAMI (Scientific Research Automobile and Automobile Motor Institute).

TO PRODUCE CRANKSHAFTS WITHOUT COUNTERWEIGHTS -- Moscow, Moskovskaya Pravda, 22 Mar 53

Fest, chief truck designer, Kozhlakov, leading designer, and Molotilov, senior designer, all of the Moscow Automobile Plant imeni Stalin, have

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redesigned the hand brake system of the ZIS-150 truck. The new brake system improves brake performance and reduces the amount of metal necessary to produce these units.

Engineer Bass has proposed the production of crankshafts without counterweights, a change that would reduce engine weight 30 kilograms. The value of this proposal has been confirmed by studies of the Institute of Machine Studies, Academy of Sciences USSR. In the near future, the plant will use these crankshafts in mass-produced automotive engines.

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